



Local Plan
Planning Policy & Programmes
Warrington Borough Council
New Town House
Buttermarket Street
Warrington
WA1 2NH

Dear Sirs/Madams

Warrington Proposed Submission Version Local Plan 2017- 2037

I do not think the proposed development is sound and is imbalanced in terms of being focussed solely in South Warrington. Warrington is a large town and housing is needed but the amount is vast and local infrastructure isn't suitable.

The plan is unsound for the following reasons:-

- There is no justification for the predicted growth levels. Growth predictions are based on unrealistic economic forecasts and population projections. For example: If the 2016 population projections were used, there would be an increase in the local population to 2041 of 18,874. This equates to the need for only 343 homes per year rather than the 945 proposed.
- The high housing numbers has a significant impact in increasing the need to build on Green Belt. Green belt should be protected and brownfield site should be explored in the first instance.
- The location of new homes should be where the new jobs are being created to minimise commuting, and also be affordable in relation to the types of jobs created. The area in which these homes are being built are in an expensive part of Warrington, local market will make these homes too expensive for the vast majority of the workers.
- The village Stockton Heath will become an epicentre for the new residence to shop and the problems with traffic, air pollution and parking will only intensify.
- As a resident I know the local services are already stretched as all local primaries and the high school are heavily over scribed, I see no date for the projected primary and high school to be built and if this isn't done early, local children will be unable to attend local schools.
- The local doctors is already under massive pressure it can take up to 60 phone calls to get an appointment, imagine the times when 6000 homes are built nearby. Within Stockton Heath we have a high number of elderly residences who need to access medical care regularly and the projected plan would make this difficult.
- The traffic infrastructure proposals are totally inadequate to alleviate the current problems of congestion, noise and pollution in South Warrington and also support the new housing and commercial developments.
 - The 'Garden Suburb' will have 5,000 new houses with consequent daily car journeys of around 10,000:-
 - There is nothing planned to improve the A49 as it goes north from the M56 through Stockton Heath towards the Town Centre – it is already extremely congested and polluted!

- There is no new crossing of the Manchester Ship Canal in South East Warrington > WBC are relying on the existing Victorian swing bridges despite the projected major increase in shipping traffic necessitating the bridges being closed much more often in future.
- The Transport Plan does not provide any details of how the new public transport systems would cross the Manchester Ship Canal or the Bridgewater Canal.
- The already congested and polluted A56 will need to support and contend with:-
 - around 7,000 daily car journeys emanating from the Walton Development and the new houses Halton Borough will be building near the A56.
 - around 5,000 daily car and HGV journeys associated with the Waterfront development via the Western Link.
 - many people will use the Western Link rather than pay the tolls on the other 2 Mersey crossings.
 - traffic to/from South East Warrington using the Western Link via A56.
 - the new Western Link junction plus the 2/3 other new junctions needed to access the Walton housing development, will cause the traffic to stop and start continuously between Walton Village lights and the Western Link junction.
 - the steep incline on the northbound Western Link, will mean that traffic will be in low gears (especially HGV's) and as the Western Link is single carriageway, the achieved speed will be that of the slowest.
- The National Planning Policy Framework requires the Plan to be aspirational but deliverable. I do not believe this Plan is deliverable and is therefore unsound:-
 - The annual average delivery of 945 new houses is more than double the current build rates (359 in 2018/19). There is a peak build requirement of 1,656 houses in 2025/26 which I do not believe is achievable. Developers will only build houses if they believe they can be sold, so the control on the rate of building does not lie with WBC but with the developers.
 - While some money is available from Government for infrastructure, the bulk of the funding will need to come from the developers. The size of that funding requirement is unclear in the Plan as is the commitment of developers to deliver the necessary funding for infrastructure. Development is only acceptable with the effective mitigation of its key impacts (traffic congestion, noise, air quality, education & health facilities, local amenities & the environment, as well as maintaining / improving our quality of life), are properly planned and implemented before and during the building process but before completion.

Yours Sincerely,

L.Olsen

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 Lyndsey Olsen

17/06/2019